

# TONOPAH DAILY BONANZA

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W. W. BOOTH, Editor and Manager

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**For President---1912**  
**WILLIAM HOWARD TAFT,**  
**Of Ohio.**

## PANAMA CANAL ISSUES.

Congress is struggling more or less blindly to decide what this country is to get out of the Panama Canal on which we are spending more than a third of a billion dollars. The Panama commission estimates that the annual cost of maintenance and operation, including sanitation and police, will be \$4,000,000 and the interest on the cost of construction will be \$11,250,000, a grand total of \$15,250,000 which the treasury will have to pay. Tolls on shipping will not meet this annual outlay for many years to come, and the chief question to be decided at once is whether it is worth while to impose tolls on American coastwise shipping, which is not expected to amount to more than ten per cent. of the total traffic in any event.

Some members of Congress and certain newspapers are maintaining strenuously that a grant of exemption from tolls to American coastwise shipping will violate the treaties with foreign nations governing the operating of the canal. They claim also that this country has no power to grant rebates or subsidies that would amount to the same thing. In that they are certainly wrong. The Suez canal is operated under very similar treaties. All ships that use it must be treated alike, but a little thing like that does not prevent Great Britain from paying a subsidy to the Peninsular & Oriental company of nearly \$1,500,000 a year which is equal to about five-sixths of all the tolls that company's ships pay for passage through the Suez canal. France pays even more and Russia, Germany, Japan and Austria grant their leading steamship lines to and from the Orient similar favors. Three years ago the Spanish Cortez voted an annual subsidy to a line of steamers that is to run to ports on the west coast of South America by way of the Panama canal, and made no secret of the fact that this subsidy was for the purpose of paying the canal tolls the United States might impose. This is a condition and not a theory, and seems to disprove of all doubts regarding the right of any country to pay the canal tolls for vessels flying its flag. Surely the United States can do what the chief maritime powers will probably do when the canal is in operation.

From the Canadian line on the North to Cape Horn on the South, the west coast of this hemisphere is seriously handicapped by lack of coal. Steamers often have to pay \$16 a ton or more for coal, and such prices reduce manufacturing to a minimum. Coal from West Virginia should be on sale at Panama at \$5 a ton or less after the canal is opened, if it can be carried through free of tolls, and the price of other ports north and south along the Pacific coast would be reduced in proportion. This would stimulate trade on the waters of the Pacific ocean and thus add to the foreign trade through the canal, and consequently to the revenue from tolls. This question of coal supply is of vast importance. It costs a freight steamer a dollar a ton for every thousand miles traversed, and a toll on coal of that sum with profit added would cut down the profitable sailing range of such a vessel tremendously, and would thus force traffic through Suez which should go by way of Panama.

This country has lost its hold on the traffic of the high seas and is paying for it. The Pacific Coast states especially feel the loss, because foreign vessels do not cater to their needs as carefully as the great trans-Atlantic companies look after the business of New York and other ports on this coast. William E. Humphrey, representative from Washington, takes an extreme position on this question, but in his speech delivered in the House last Tuesday he brought out some facts that cannot be disregarded. Of the results experienced on our Pacific Coast he said:

"We have had some experience with these combinations of foreign ships on the Pacific coast. A few years ago we had considerable sailing tonnage under the American flag on the Pacific. We were sending much of our freight from the Pacific ports to Europe by these sailing ships. As soon as the American ship disappeared to an extent where it was safe for them to do

so, the foreign ships immediately combined. This occurred about five years ago. As soon as the combination was perfected it raised freight rates over 400 per cent. It immediately increased the rate on a ton of wheat sent from Seattle to Liverpool from \$1.25 to \$5.60. This rate was afterwards increased to \$6.90 per ton, and no vessel in the combine was permitted to take freight for less than this amount, and several ships last summer left Seattle in ballast rather than carry freight for less than \$6.90 per ton, although before the combine was formed they were willing to do it for \$1.25.

"We have had some experience with foreign ships in carrying coal for the government from the Atlantic to the Pacific coast. When foreign ships were first employed we had a few American ships. Then the foreign ship carried the coal for \$3.25 per ton. The American ship disappeared and the foreign ships now charge \$6.25 per ton. These two illustrations clearly demonstrate what would occur if we were to admit foreign ships to the coastwise trade. Once our flag had disappeared and our shipyards were destroyed we would be compelled to pay these foreign ships a far higher rate than we now pay our own ships. On the contrary, after the Panama Canal is opened and a larger number of coastwise vessels engage in this trade, freight will be greatly reduced until we will carry our own commerce in our own ships as cheaply as it can be done in foreign ships. The history of American shipping on the Great Lakes demonstrates the truth of this conclusion. If the amendment proposed by the gentleman from Tennessee (Mr. Sims) should be adopted there would not be a single shipyard left on the Pacific coast within twelve months. Its adoption would mean the complete disappearance of our flag from ships not only upon the high seas, but also in our coastwise trade. It would mean that our shipyards would become desolate places, and that not only commercially would we be at the mercy of foreign nations, but we would be helpless in time of war. If for no other reason we should preserve our coastwise trade exclusively for American vessels as a matter of common defense. If foreign ships are to be admitted to the coastwise trade, then it would be far better for the Pacific coast and for the entire country if the Panama Canal had never been constructed."

Congress will not admit foreign ships to coastwise traffic. The vote since taken in the House seems to settle that. But the House has allowed sentiment in an election year to cause it to exclude steamers owned by railroads, and this means that our trade will not receive the impetus it should from the opening of the canal. While foreign countries are preparing actively for the event, no rush of business is observable in our shipyards. There would be, were the railroads allowed to embark in the trade.

The latest to be heralded by the anarchist industrial in San Diego is that "if Colonel Roosevelt was president of these United States the authorities of California would not declare martial law to prohibit their free speech." We believe the I. W. W. scoundrels are right in their predictions, for it is a known fact that Roosevelt is a Japanese lover, and believes in allowing the despised yellow man's children a seat in the public schools of California alongside that of American children. Roosevelt is nothing more than a good I. W. W. agitator and should be with his gang in San Diego.

Plans have been formed for raising the wreck of the steamship Titanic, from her bed two miles beneath the surface of the sea, by means of monstrous magnets. While there is less tendency on the part of the average man to scoff at the claims of inventors than there was before the success of wireless telegraphy and aeroplane flight was assured, the fact that the magnet man is an inmate of Matteawan Insane asylum may cause his suggestions to be received somewhat doubtfully.

Uncle Sam will not interfere in Cuba, only he wishes it understood that in shooting up the island the insurgents must not disturb the neighbors. With this mild warning, he intimates that the Cubans may go on with their rat-killing.

Now is the time when the prospector starts for the hills. Summer is nearly here and the snow is already beginning to disappear, making it possible to get into regions long buried under a mantle of white.

"Possibilities of Goat Raising in the United States" is the caption of a bulletin issued by the Bureau of Statistics. The Republican presidential campaign makes these possibilities most manifest.

Senator La Follette's hair stood on ends before he became a presidential candidate, but if it hadn't his experiences since he became a candidate would have made it stand on ends.

As candidate for the title of Champion Mean Man we advocate the person who is telling us that he is starting out on a fishing trip and that he knows a place where they are biting.

Equal suffrage has not been won in Germany but the refusal of the women of the empire to remove their hats in the theater shows that they are beginning to perk up.

The anti-Taft men seem to regard the national committee's selection for temporary chairman of the Chicago convention as the Root of all evil.

Many valuable metals were formerly obtained from ores that were dug out of the earth. Now they are only obtained from trusts.

In his recommendation for simplification of the language the Colonel never suggested any changes in the pronouns, I Me and Mine.

The dog days will soon be here. The period probably will be known as houn' dawg's days after this year.

We never did think much of California and Ohio, anyhow.

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